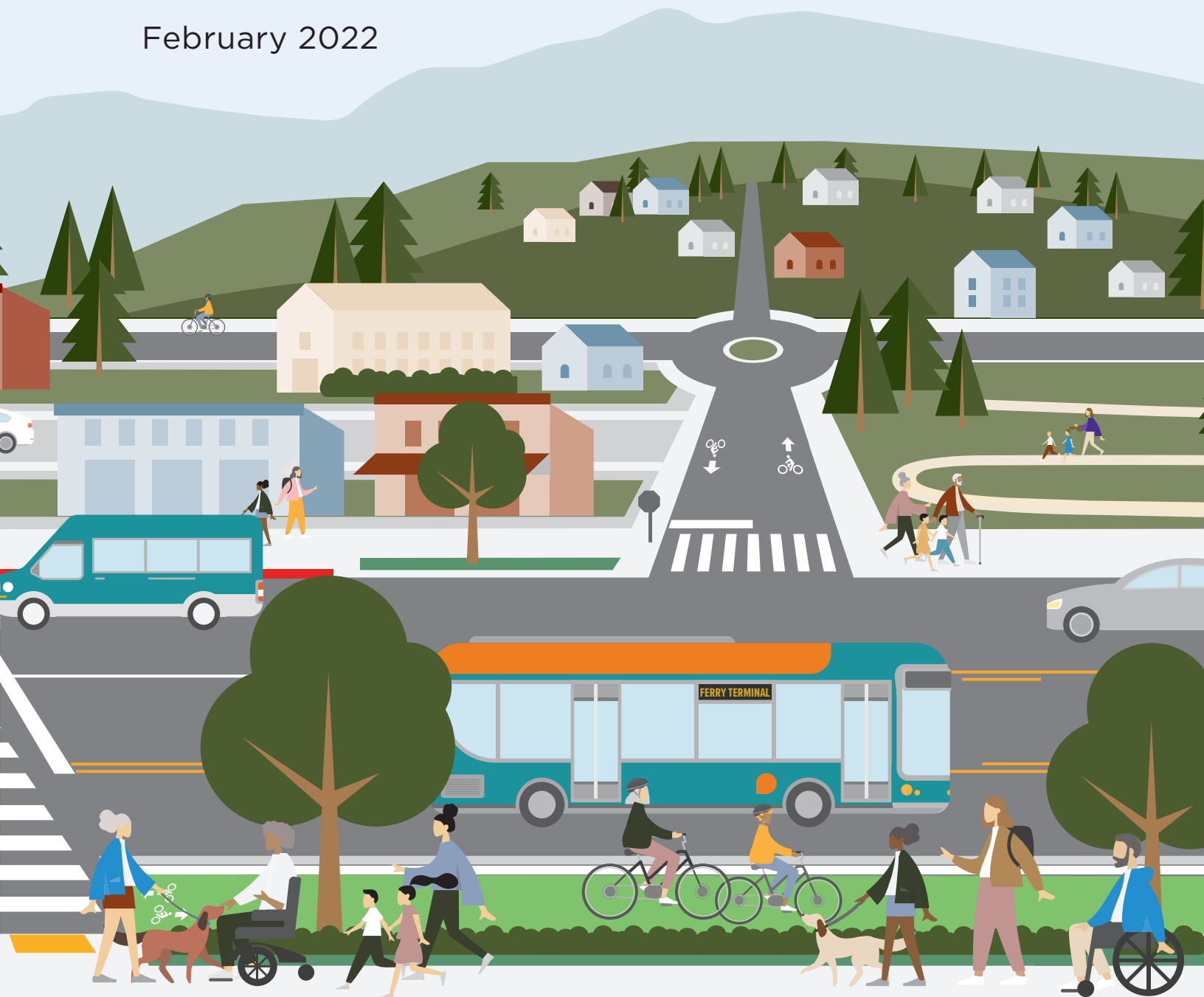


Bainbridge Island

Sustainable Transportation Plan

February 2022



LAND ACKNOWLEDGEMENT

We acknowledge that Bainbridge Island is within the aboriginal territory of the suq̓ʷabš “People of Clear Salt Water” [Suquamish People]. Expert fishermen, canoe builders, and basket weavers, the Suquamish People live in harmony with the lands and waterways along Washington’s Central Salish Sea as they have for thousands of years. Here, they live and protect the land and waters of their ancestors for future generations as promised by the Point Elliot Treaty of 1855.



Acknowledgements

The Sustainable Transportation Plan advances our climate goals and greenhouse gas reduction by building out sustainable networks that are safe, accessible, and connected. This plan is the result of significant work and dedication by hundreds of people across our Island. The following individuals were critical in shaping the Sustainable Transportation Plan.

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What is the Sustainable Transportation Plan?

The Sustainable Transportation Plan advances our climate goals and greenhouse gas reduction by building out sustainable modes that are *safe, accessible, and connected*.

Our community worked together to create a plan that will help to reduce carbon emissions by 90% by 2045.

Guided by insights from previous work, new analysis, and your input, we have charted a path to reduce our greenhouse gas emissions, improve transportation safety, expand mobility options, and enhance the overall experience of getting around the island—whether you call Bainbridge Island home, commute here for work, or are just visiting.

We must act quickly and decisively to achieve our goals, building on the strong foundation set by other transportation and land use plans. From the Core 40 bicycle network and other priority sustainable transportation networks to our subarea plans to the work of our partner agencies, the Sustainable Transportation Plan rests on these and many more efforts:



USING THE PLAN

The City Council and City of Bainbridge Island staff will use the Sustainable Transportation Plan to guide and fund the development of priority projects, programs, and policies in coordination with other important City goals.



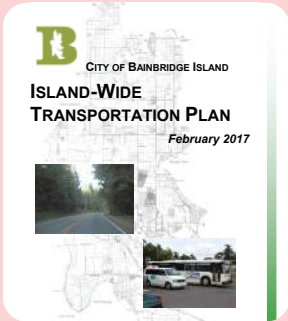
CLIMATE ACTION PLAN



KITSAP TRANSIT LONG-RANGE TRANSIT PLAN



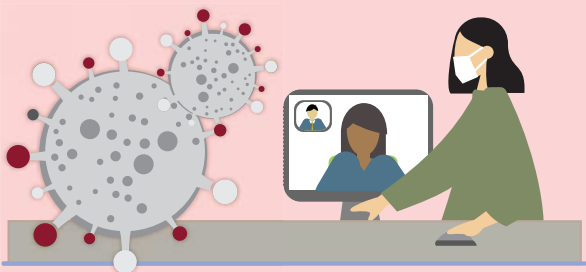
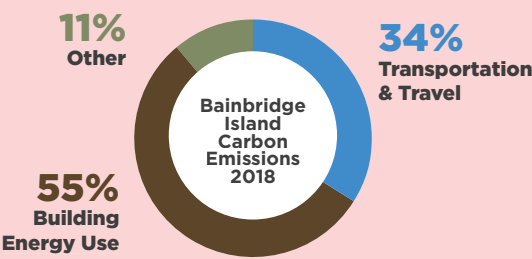
SUBAREA PLANS



ISLAND-WIDE TRANSPORTATION PLAN

Why is this plan needed?

We’re in the midst of a period of unprecedented change, presenting important opportunities for Bainbridge Island and our residents, workers, and visitors. There are many challenges facing us, and they require creative approaches and big ideas.



We are facing a climate emergency. We can no longer wait to reduce our environmental impacts, and we must focus on further developing a resilient transportation system that can respond and adapt to changing conditions. More than a third of our island’s emissions come from transportation and travel. Shifting trips from driving, especially from driving alone, to walking and rolling, biking, and transit will reduce carbon and greenhouse gas emissions.

We are still dealing with the impacts of a pandemic. COVID-19 has changed our daily lives—and our travel patterns—for the last two years. With more people working from home and looking for ways to stay active, creating a sustainable transportation system to support non-work trips is critical to Islanders’ physical and mental health and wellbeing. Other cities are doing more to get their residents walking and biking, and it’s time to catch up!



Our island’s population is growing. With more residents come increasing pressures on Island traffic as well as on housing affordability, equity, and accessibility. Providing low-cost sustainable transportation options can help us move more people, address systemic inequities, and keep Bainbridge affordable for families and for people who work on the Island.



Mobility is changing daily. Smartphones have reshaped the way we understand our transportation options and how we request services. Shared bikes (including e-bikes), cars, and rides make it increasingly possible to live a car-free or car-lite lifestyle, and these options are coming to Bainbridge. New devices and technologies are launching every day, and they will both enhance and put pressure on our networks.

How was the plan created?

The process to develop the Sustainable Transportation Plan began in 2019. Building from best practices research and community values, we shaped goals, an evaluation framework, and recommendations that help to fill mobility gaps and move Bainbridge Island toward our climate action goals.



1

BEST PRACTICES

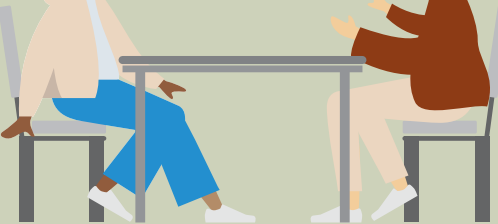
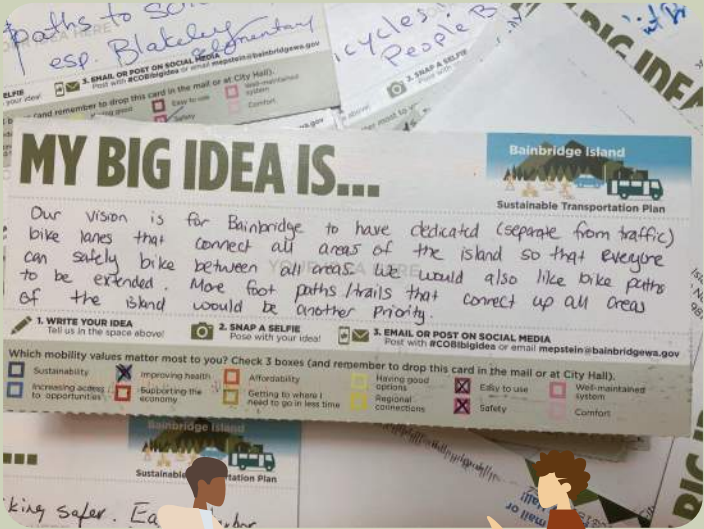
We started our work by looking at what other North American cities are doing to advance sustainable transportation. By talking to leading practitioners, exploring the goals of cities small and large, and leveraging the project team’s expertise, we outlined a community-centered process to create Bainbridge Island’s Sustainable Transportation Plan.



2

MOBILITY VALUES

Building on a City Council workshop, we engaged with Bainbridge Island residents to understand people’s mobility values. These values were used to develop goals and objectives, explore gaps, evaluate solutions, and identify the recommended near-term projects included in this plan. Prioritizing sustainability, safety, and greater connectivity led to a focus on an all-ages-and-abilities bike network and more tailored transit services.



3

GOALS AND GAPS

To guide the Sustainable Transportation Plan, we used the mobility values to shape six goals, which were approved by City Council. The goals and their supporting objectives explain what Bainbridge Island residents want the plan to do for the community. Our Task Force helped to identify gaps in the existing sustainable transportation networks—tied to the goals—to highlight where there are unmet needs and opportunities for improvement.



4

POTENTIAL SOLUTIONS

Bainbridge Island residents shared their big (and small) ideas for sustainable transportation early in the project, and our Task Force worked in subcommittees to develop new networks and ground-truth their feasibility. The project team then used a layered analysis approach to identify several hundred potential projects, programs, and policies that could fill sustainable transportation gaps, overcome barriers, and advance the plan’s goals.



5

EVALUATION AND PRIORITIZATION

After creating the Sustainable Transportation Plan vision for complete walking and rolling and transit and shared mobility networks, we used the community’s values and the plan’s goals to evaluate the many projects. This exercise helped us prioritize the solutions based on their potential impact, creating a shorter list of projects for three scenarios. The scenarios recognize our cost constraints and unique context.



Sustainable Transportation Plan

Who developed this plan?

The Sustainable Transportation Plan represents two years of hard work by hundreds of people, including Island residents and business owners, City Council, City of Bainbridge Island staff, agency partners, and our consultant project team. The collaboration by and perspectives of each person who participated helped to create a plan that outlines and guides our sustainable transportation future.



SUSTAINABLE TRANSPORTATION TASK FORCE

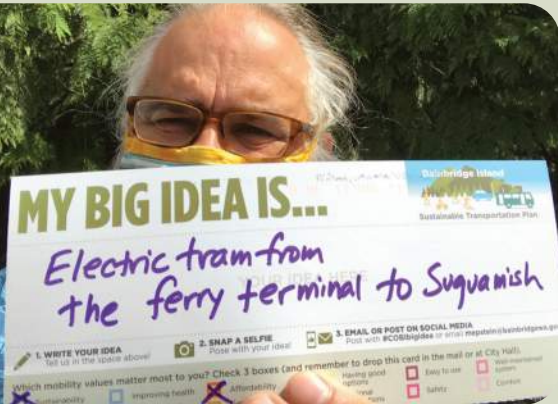
The Sustainable Transportation Task Force, created and appointed by the City Council, included nearly 20 volunteers who met regularly throughout the project. The role of the Task Force was to provide advice, local expertise, and unique perspectives; to review ongoing work; to offer input on potential solutions and draft recommendations; to advocate for Sustainable Transportation Plan outcomes; and to connect with others around the Island. The Task Force conducted field work to identify gaps, helped to develop long-term networks, weighed tradeoffs, and worked closely with one another to create a plan that has broad support.

TECHNICAL ADVISORY TEAM

To complement the Task Force, we established a Technical Advisory Team, which included departmental and agency representatives with a role in sustainable transportation on Bainbridge Island: City of Bainbridge Island Planning, Public Works, Communications, and the Planning Commission; Bainbridge Island Metro Park and Recreation District; Bainbridge Island School District; Washington State Department of Transportation; Washington State Ferries; Kitsap Transit; and Puget Sound Energy. The Technical Advisory Team reviewed our analysis and advised the project team on programs, partnerships, and opportunities to leverage resources.

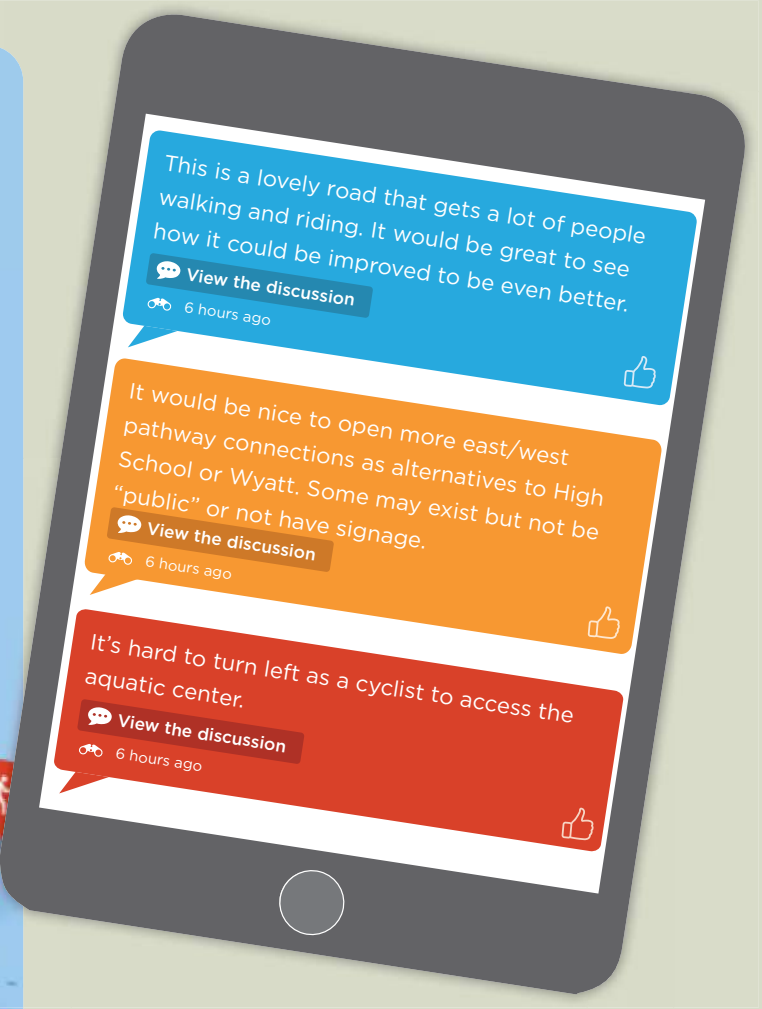
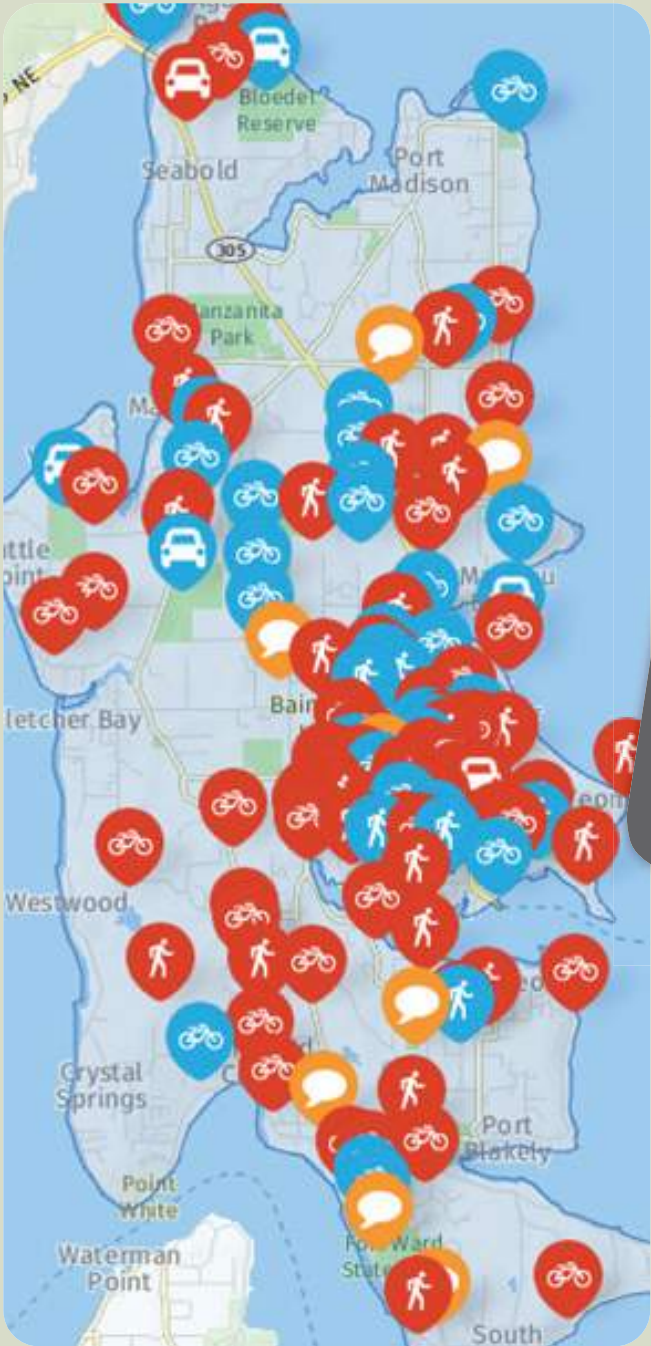
COMMUNITY MEMBERS

Community members from across the Island helped to shape the Sustainable Transportation Plan’s vision and goals, as well as the recommended projects and programs. From identifying mobility values to sharing your big ideas for the future of transportation on Bainbridge Island, you offered suggestions for more comfortable, connected places to walk and bike, ideas to improve safety for seniors and students, new regional connections by water and bus, and the importance of maintaining our current transportation system.



How did the community help us identify needs?

Early in the project, we asked the Bainbridge Island community to tell us about the barriers you experience when using sustainable transportation modes. Through an online mapping exercise and small-group discussions, you identified narrow roads with limited visibility, missing connections that require out-of-direction travel, and high-speed traffic as your top challenges to walking, rolling, and biking on the Island.



The community mapping activity also pointed out what’s great about sustainable transportation on the island, including important destinations for walking, rolling, and biking.

What are Bainbridge’s existing sustainable transportation assets?

We didn’t start from scratch to create the Sustainable Transportation Plan. Beyond the many transportation and land use plans developed over the years, Bainbridge is guided by strong values. Our Island has many assets—including the Core 40 bicycle network, the Sound to Olympics Trail, and Washington State Ferries and Kitsap Transit service—that form a strong backbone for this plan’s recommendations. And our neighborhood centers are complemented by a unique rural character and a stunning natural environment that we must preserve and protect.



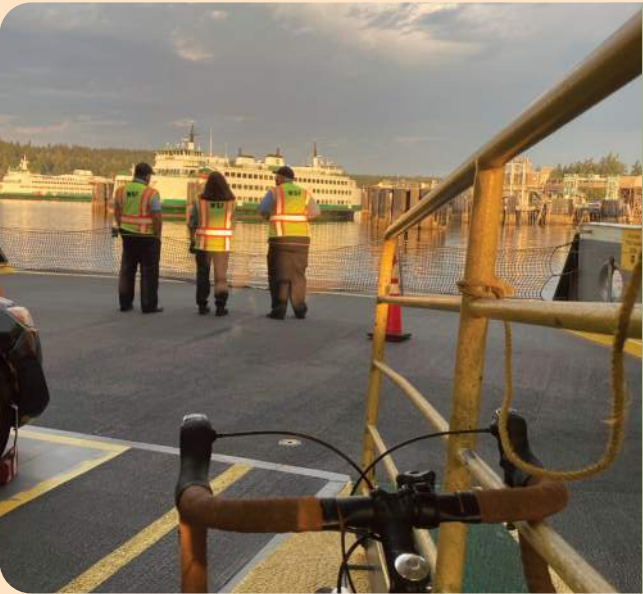
MOBILITY VALUES

Our shared values are the foundation of the Sustainable Transportation Plan, and we’ve used them to guide decisions and identify priority investments. Through early engagement activities, Island residents pointed to safety, sustainability, and taking care of our current transportation infrastructure as important values. Improving safety and reducing environmental impacts were also commonly cited as Island priorities.



RURAL AND SCENIC CHARACTER

The island’s natural and scenic character is enhanced by rural winding roads and the vision for SR 305 as a green and scenic highway. Beautiful paths, world-class parks, and stunning viewpoints encourage walking and biking. Lush vegetation and native habitat invite exploration and support mental and physical health.



WATER AND LAND TRANSIT PARTNERSHIPS

Strong interagency partnerships—including bus and ferry service—are integral to the local and regional transportation system. The City complements these services by prioritizing access to transit stops and the ferry terminal and adopting land use policies that focus growth near the ferry terminal and transit corridors.



ENGAGED RESIDENTS

Bainbridge Islanders are passionate about this community and its opportunities. Hundreds of people participated in outreach activities, joined the Sustainable Transportation Task Force meetings, and shared input throughout the planning process. Your enthusiasm is an important asset that will help to support implementation.



Photo Credit: Don Willott

CORE 40 BICYCLE NETWORK AND SOUND TO OLYMPICS TRAIL FACILITIES

We’ve made some important investments in sustainable transportation over the years, from building out the Core 40 network of bike routes to constructing the first phase of the Sound to Olympics Trail. These facilities form a critical backbone for the Sustainable Transportation Plan and help to connect some of the Island’s most important destinations.



NEIGHBORHOOD CENTERS AND DESTINATIONS

Our growth is focused in five designated centers that prioritize mixed-use, pedestrian-scale development. We’re also an island of local and regional destinations, with parks and shoreline street ends, schools and recreational facilities, and shops and the charm of downtown Winslow that draw locals and visitors alike.

What gaps is this plan helping to address?

These gaps help point to the types of investments that are needed as we work toward our vision. To complement the City’s past planning work and to build on the input from the community, the Sustainable Transportation Plan project team analyzed data and worked with the Task Force to identify gaps that must be addressed to meet our Island’s sustainable transportation goals.



NON-COMMUTE DRIVING

Nearly 60% of the Island’s commute trips are made by sustainable modes. However, non-commute trips are predominantly made by driving alone. Shifting a portion of the non-commute trips to sustainable modes would decrease our greenhouse gas emissions.



BICYCLE TRAFFIC STRESS

Nearly a third of Bainbridge Island roads have the highest levels of bicycle traffic stress. The Sound to Olympics Trail is the island’s only all-ages-and-abilities bicycle facility. To get more people walking, rolling, and biking, we must create more comfortable places for kids and families to travel.



CRASHES AND SAFETY

People walking or biking were involved in 8% of the total collisions on Bainbridge Island from 2007 to 2019. Yet more than half the collisions resulting in a fatality or serious injury involved someone walking or bicycling. We can improve safety for our most vulnerable travelers by providing protected facilities.



LONG COMMUTES

Many people who work on Bainbridge Island live off-island due to a limited number of high-wage jobs coupled with very high housing costs. This translates to longer commutes that are often difficult to make by sustainable modes. Providing more affordable and sustainable transportation options can help to create a more equitable community.



LACK OF CONNECTIVITY

Several important community destinations do not have sustainable transportation connections. And Bainbridge Island’s transit routes focus on the ferry terminal with few direct connections between island destinations outside of Winslow. By better connecting the places people want to go with sustainable modes, we can provide efficient and reliable choices for more trips.



Source: City of Bainbridge Island

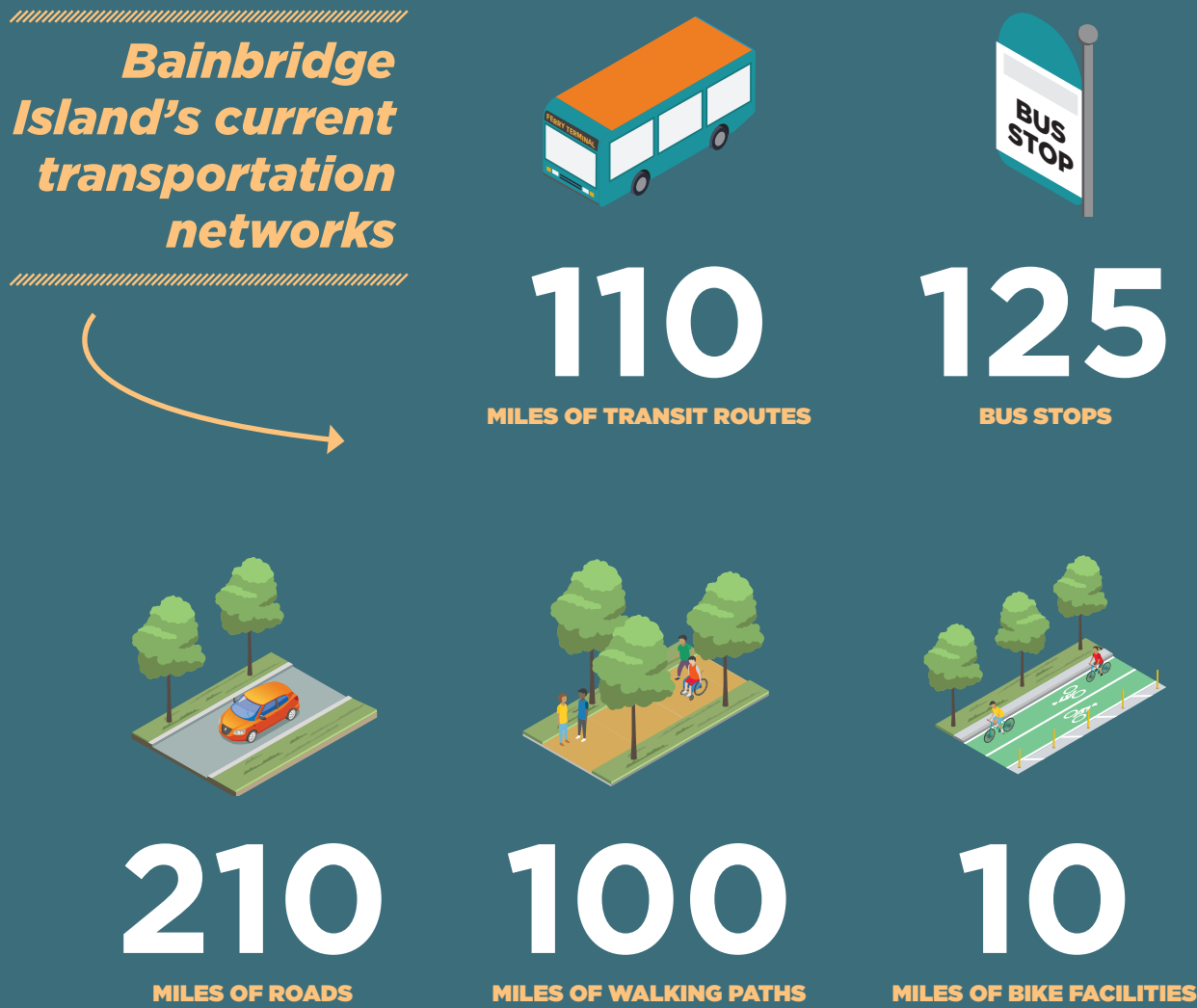
FUNDING SOURCES

The City of Bainbridge Island consistently spends a large proportion of its transportation capital improvement budget on non-motorized projects. However, current funding only supports three to four non-motorized projects per year. We must find new sources of funding and leverage partnerships to build and maintain the Island’s sustainable transportation network.

What is the Island’s vision for sustainable transportation?

As we look to the future, we envision a walking and rolling network that supports people of all ages and abilities with safe, comfortable connections between our neighborhood centers and important Island destinations. That network will be complemented by a transit and shared mobility network that provides affordable, accessible options throughout the day and into the evening and takes advantage of new and emerging technologies.

Through partnerships and by leveraging both public and private sector resources, we’ll expand the funds that are available to maintain our current system and build networks that respect our Island’s natural character while making important strides to address climate change.



What are Bainbridge Island’s goals for sustainable transportation?

Our goals—defined by City Council and the community—describe what we will achieve together.

Bainbridge’s Sustainable Transportation Plan defines the Island’s mobility future. In addition to our priority goal of reducing greenhouse gas emissions by 90% by 2045, our community holds other important values related to moving around Bainbridge Island. Our sustainable transportation goals set a framework for decisions and investments that are aligned with our community’s priorities.



The Sustainable Transportation Plan establishes a new vision for mobility on the island to reduce carbon emissions and improve safety and mobility for all. With a focus on complete and connected networks that enhance the Island’s natural systems, the Sustainable Transportation Plan articulates a pathway to implementation.

OUR 2045 VISION:

Walking and Rolling Network

Our 2045 Walking and Rolling Network provides connections to Island destinations, including schools, shops, major employment centers, and bus stops. It builds on the Core 40 bicycle network and Bainbridge’s world-class trail system to provide safe facilities for people walking, using mobility devices, and biking.

The network includes new sidewalks and side paths, shared streets, and upgrades to existing bike facilities to create more separation from traffic and new all-ages-and-abilities facilities across the Island. The vision also features a completed Sound to Olympics Trail that connects people from the ferry terminal to the Agate Pass Bridge. These investments will increase accessibility, comfort, safety, and connectivity for all Island residents.



Photo Credit: Don Willott

Facilities for All Ages and Abilities

All-ages-and-abilities bicycle facilities provide comfortable separation from motor vehicles, both along a roadway and while crossing an intersection.

To make biking attractive and accessible to a broad range of people, Bainbridge Island needs facilities that meet the needs of children, women, seniors, and people who have different abilities. Many of Bainbridge’s existing bicycle facilities exclude people who are curious but cautious riders—those for whom riding a bike might not be the first choice—and favor confident riders, who tend to be adult men. To

achieve a 50/50 gender mode split for bicycling on the island, Bainbridge must design low-stress facilities that attract a wide range of people.

On-street bike facilities such as protected bike lanes provide physically separated space for people bicycling, buffering them from vehicle traffic. Multi-use trails like the Sound to Olympics Trail (STO) provide off-street, dedicated space that is used only by people walking, rolling, and bicycling. Today, the STO provides a comfortable, low-stress alternative to traveling along the shoulder of SR 305 between Winslow Way and NE High School Rd.



Our vision can be implemented with different types of all-ages-and-abilities facilities. This wedge-curb bike lane is vertically separated from vehicle traffic and is a different surface color than the traffic lane. These design features tell drivers to expect people on bikes.

You can learn more about these projects by visiting our interactive map at <https://tinyurl.com/yckbypkt>.

OUR 2045 VISION:

Sound to Olympics Trail

The Sound to Olympics Trail (STO) is envisioned as a regional trail system that will connect the Bainbridge Ferry Terminal with the Olympic Peninsula. It is part of the Great American Rail-Trail route, linking the Seattle Waterfront Pathway to the east with the Olympic Discovery Trail to the west.

On Bainbridge Island, the trail will generally follow the SR 305 right-of-way for the seven miles from the ferry terminal to Agate Pass Bridge. This alignment is the longest contiguous “hill-free” stretch of land on Bainbridge Island; while it’s not entirely flat, it is relatively flat compared to any other seven-mile stretch on the island.

The STO is a two-way, shared-use path that serves people of all ages and abilities. This means it will be used by people biking, walking, running, skating, and pushing strollers, as well as people in wheelchairs and those who use other assistive devices. Completing the STO will require continued commitment and significant funding that is beyond the resources the City currently has available. The trail is included in both local and regional plans, which makes it eligible for federal funding through competitive grants.

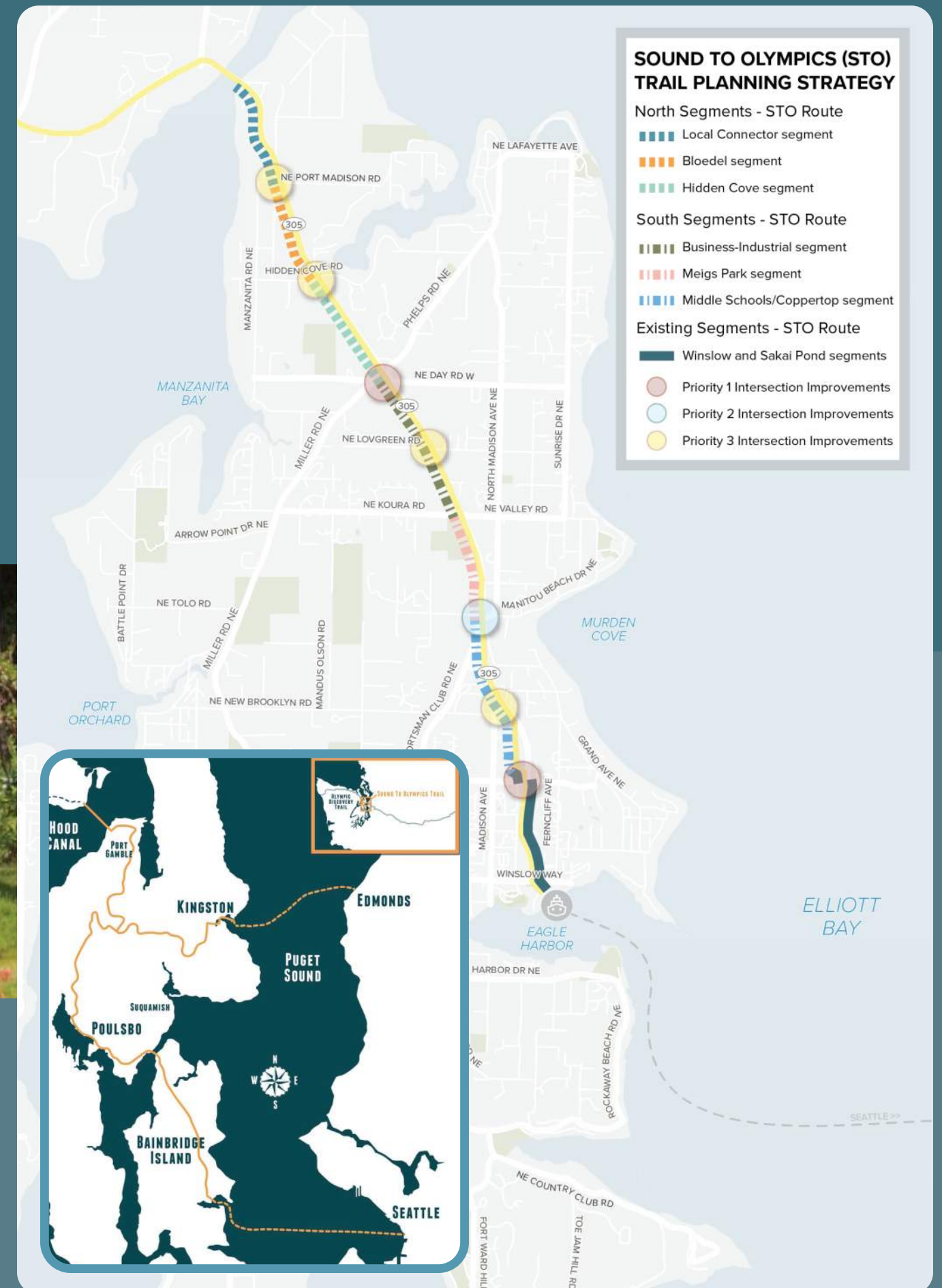


Photo Credit: Don Willott

Taking the Next Steps

The Winslow Connector was the first fully constructed segment of the STO, running 1.1 miles on the east side of SR 305 from Winslow Way to High School Road. The second segment of the STO, the Sakai Pond Connector, was constructed in 2021.

Up next is a continuation north to Sportsman Club Road (the Coppertop Connector), which will be followed by the Meigs Park Connector that will take people to Koura Road. Future phases will continue to the Agate Pass Bridge and connect to sections of the STO in Poulsbo and Port Gamble. The map to the right highlights the phasing of the trail, including priority crossings of SR 305.



OUR 2045 VISION:

Transit and Shared Mobility Network

Transit is at the core of any great sustainable transportation system, and a high-quality transit network plays a critical role in creating a more equitable, affordable, and connected Bainbridge Island.

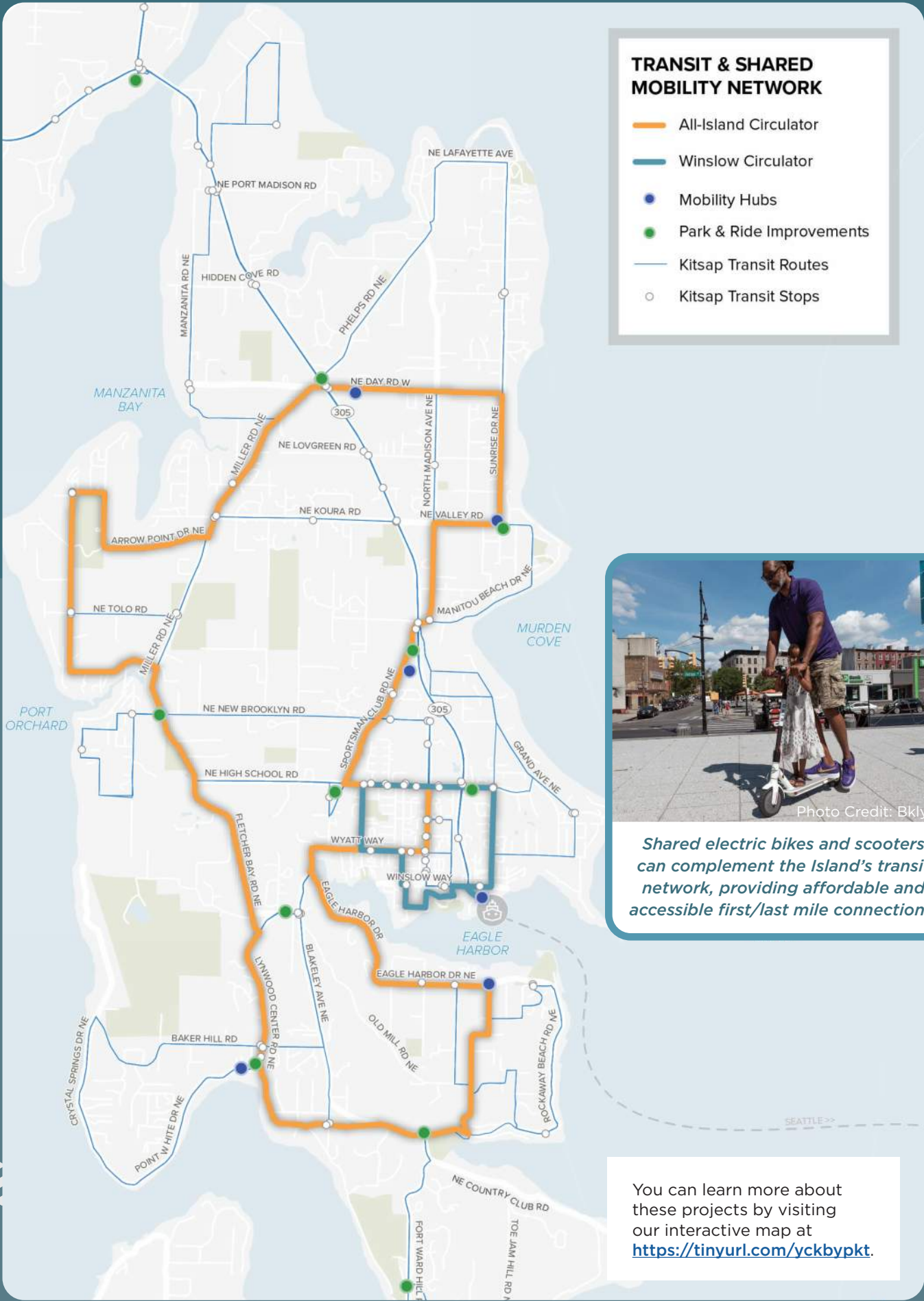
The Sustainable Transportation Plan’s long-term transit and shared mobility network includes both an intra-Island and a Winslow circulator, focusing on connections to more Island destinations to increase the usefulness and competitiveness of transit on Bainbridge Island. This “flexible fixed-route” service follows a regular route but can respond to customer needs like an on-demand service. We’ve also focused on more service throughout the day and on weekends to make transit more convenient for non-work trips, both on existing routes and new routes. A complementary expansion of BI Ride—with electric shuttles provided by a private partner—could provide enhanced sustainable mobility for all types of trips across the Island. Finally, a network of mobility hubs, updated park-and-rides, and improved bus stops will connect people to shared mobility options.

Island Mobility Hubs

Serving as a community anchor, a mobility hub is a welcoming environment that connects multimodal transportation options and supportive amenities. Mobility hubs offer a safe, comfortable, convenient, and accessible space to transfer between travel modes. They can help to reduce emissions, increase affordability, and enhance connections across the Island, while seamlessly integrating public and private mobility services.

Mobility hubs are important in many different contexts, from a denser, transit-oriented development to a more suburban or rural park-and-ride. Wherever they are located, mobility hubs must be tailored to the needs of the people and communities they serve.

- You might find a mix of the following features at mobility hubs throughout Bainbridge Island:
- Bus shelters and waiting areas
 - Real-time traveler information
 - Secure bike parking
 - Shared e-bikes and scooters
 - Loading zones for pick-up and drop-off
 - Charging stations for electric vehicles and bikes
 - High-quality walking and biking connections
 - Amenities such as lighting, street furniture, wayfinding, and kiosks



Shared electric bikes and scooters can complement the Island’s transit network, providing affordable and accessible first/last mile connections.

You can learn more about these projects by visiting our interactive map at <https://tinyurl.com/yckbypkt>.

How are we working toward our 2045 vision?

No matter how much we'd like to, we can't build the entire 2045 vision at once. We have to prioritize, identifying the investments that will move us toward our vision and will do the most to help us achieve our goals of climate action, safety, accessibility, and connectivity while advancing equity and building complete networks.

To identify the most impactful projects, programs, and policies, we took the following steps:

1

GOALS AND EVALUATION RESULTS

We conducted a data-driven evaluation—based on the community's mobility values—to identify the projects that would do the most to advance our project goals. Those projects were prioritized in tiers to help us think about what we should do first.



CONNECTIONS TO DESTINATIONS

We then drew a quarter-mile radius around top destinations on the Island. These destinations were based on feedback we've heard from you throughout this process. Focusing on projects that link these locations helped us begin to create a connected and accessible network.

2



3

TRAFFIC VOLUMES AND TRAFFIC CALMING PRIORITIES

Next, we looked for areas on the Island that have high volumes of traffic, especially on corridors that connect to key destinations. We also looked for overlaps with the locations we've identified as high priorities for traffic calming, using this step to think carefully about the most important areas to increase safety.



4

HIGH BIKE USE LOCATIONS

Finally, we used new bike count data to identify project locations that touch places on the Island where a lot of people are already riding. This pointed us to project locations that would do the most to increase comfort, both for people who are already traveling by sustainable modes and those who are hoping to try a new way of moving.



5

TASK FORCE AND COMMUNITY INPUT

Looking at the locations where the results of Steps 1-4 came together, we worked with our Sustainable Transportation Task Force and other members of the community to establish critical locations and projects for funding and implementation. We broke those projects into four levels of priority, reflecting what matters most to the community as we work to meet our goals.



Even with a prioritized set of projects, programs, and policies in hand, there's not one "right answer" for how we move forward. Much will depend on the resources available, opportunities to leverage other investments, and partnerships. To provide options and weigh tradeoffs between different combinations of projects, we have developed three scenarios that advance our vision. These scenarios identify phased solutions that are context sensitive—the investments we've included are described on the following pages.



What investments are included in the scenarios?

The three scenarios described on the following pages include walking, rolling, and biking projects; transit, bus stop, mobility hub, and park-and-ride projects; programs and policies to complement sustainable travel modes; and new staff to help us deliver the Sustainable Transportation Plan.

All three scenarios are based on the same list of projects, programs, and policies and advance our climate goals and greenhouse gas reduction priorities by building out sustainable networks that are safe, accessible, and connected. However, each scenario includes a slightly different mix of investments because of funding, implementation priorities, and dependencies between projects. Detailed lists of the investments, including their cost and level of priority, are shown in Appendix A: Sustainable Transportation Plan Working Documents.



WALKING, ROLLING, AND BIKING PROJECTS

Planned Projects — Planned projects are those that are already in the City’s Capital Improvement Program. They are moving forward and are an important part of building our sustainable transportation network. One of our planned projects is a “complete streets” project that includes wider sidewalks, protected bike lanes, and traffic calming on Madison Avenue between Winslow Way and SR 305.

Island-Wide Projects — These projects offer something for everyone, addressing priority traffic calming locations, checking “easy wins” off the list, and advancing a complete walking and rolling network across the Island. Example projects include a vertically separated bike lane on Fletcher Road between Lynwood Center and Island Center Road and enhancements across school property to complete Dana’s Trail.

Connecting Centers Projects — Included as a package, these projects will create a complete network of all-ages-and-abilities facilities that links neighborhood centers and key Island destinations. From Lynwood Center to Rolling Bay and along New Brooklyn Road, we’ll have vertically separated bike lanes or off-road paths to support safe and accessible travel.



TRANSIT AND MOBILITY PROJECTS

Electric Shuttle Pilot Program — Bainbridge’s entrepreneurial spirit is on full display with our electric shuttle pilot project. Operated by a private entity with electric vehicles, the shuttle would run the All-Island Circulator and Winslow Circulator routes shown on page 21. The free circulator would operate 5 days a week for 12 hours per day making regular stops and responding to pick-up requests via app.

Mobility Projects — Beyond new bike lanes, walking paths, and circulator routes, the mobility projects include improvements to existing bus stops and park-and-rides, new Lynwood Center and Coppertop mobility hubs, and a new subsidy program for electric vehicles and bikes.



Photo Credit: Madrona School

NON-INFRASTRUCTURE SUPPORTS

Programs and Policies — Programs and policies support capital projects by encouraging more people to use sustainable transportation; connecting schools, older adults, and equity-priority communities through safe routes planning and design; and advancing our work on and funding for transformational projects such as the Sound to Olympics Trail.

Staffing and Equipment — We can’t deliver more sustainable transportation projects and programs without more people and equipment. The scenarios include funding for a Mobility Manager, as well as project managers and maintenance staff. They also include new maintenance equipment, such as an electric sweeper to keep our new bike paths clear.

SCENARIO 1: Status Quo

\$20 MILLION OVER 10 YEARS

The Status Quo Scenario projects into the future the amount of funding the City has historically spent on non-motorized transportation projects—including a reasonable assumption of what will be available through grant cycles—and provides \$20 million over 10 years to implement the Sustainable Transportation Plan. While it includes some complete all-ages-and-abilities facilities, this scenario focuses on traffic calming and improving at least one side of critical uphill routes.

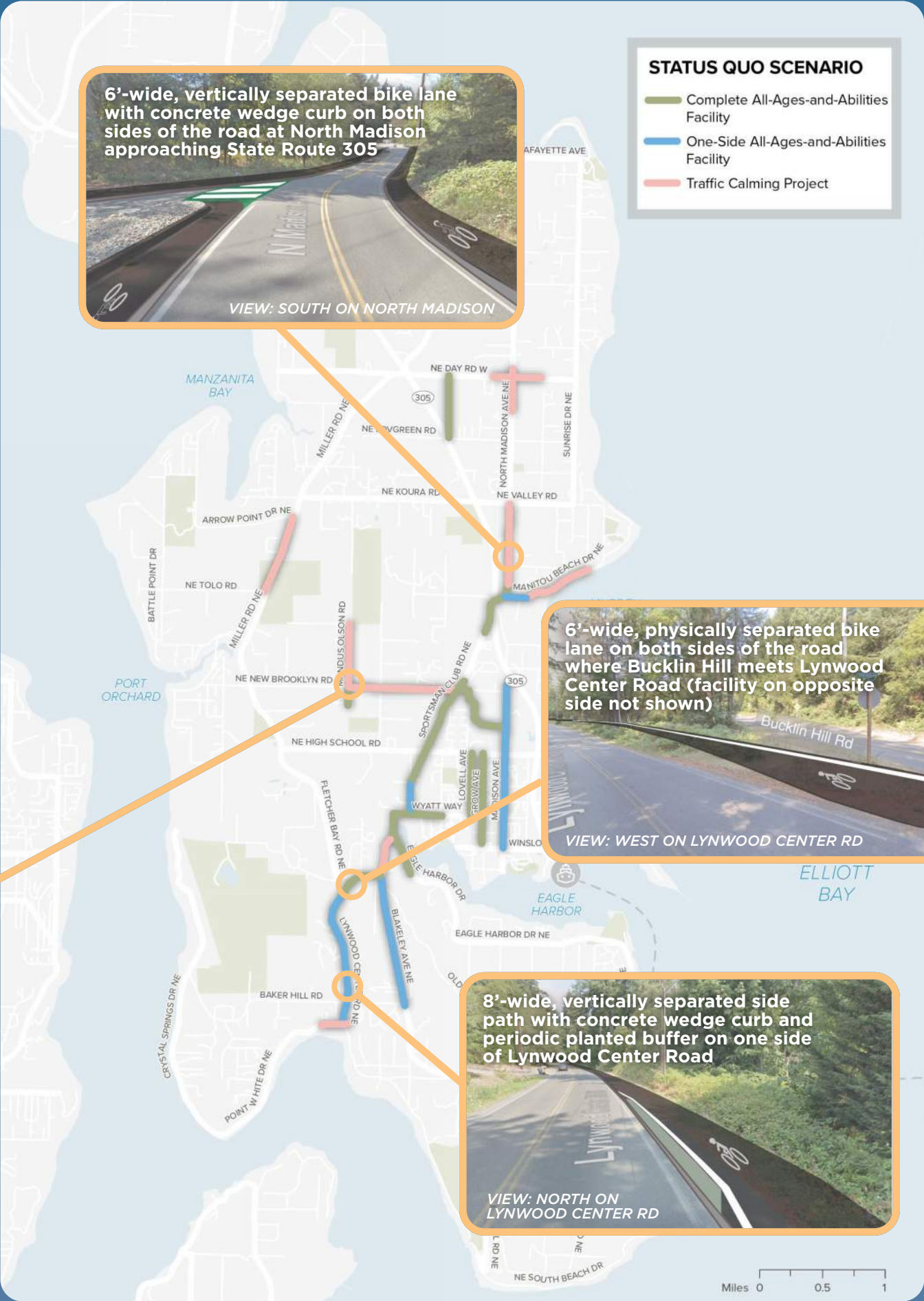
The Status Quo Scenario:

- Addresses the top **13 priority traffic calming locations** on the Island
- Delivers approximately **24 walking and rolling, biking, and mobility projects**
- Includes funding for **1 year of the electric shuttle pilot**
- Supports **10 programs and policies**
- Gives us **2 new staff positions**



Spotlight Project: New Brooklyn / Mandus Olson Intersection

This scenario features traffic calming, striping, and safety improvements along Mandus Olson and New Brooklyn, with a special focus at the intersection of the two corridors, including an extension of the trail connecting to Strawberry Hill Park to the south. Crossing enhancements, traffic calming, and advisory shoulder striping will create a safe place to cross for people walking, rolling, and biking in the center of the Island.



SCENARIO 2: Connecting Centers

\$31 MILLION OVER 6 YEARS

The Connecting Centers Scenario begins with the same existing funding sources included in the Status Quo Scenario and adds \$16 million in additional funding. It is geared toward encouraging the City to make new investments in transportation projects and programs, with potential voter-supported funding as a complement early on or midway through implementation. With nearly \$31 million available over 6 years, this scenario focuses on rapid implementation and delivery of a marquee “Connecting Centers” project that would provide a complete all-ages-and-abilities spine, as well as traffic calming projects on key routes.

The Connecting Centers Scenario:

- Addresses the top **13 priority traffic calming locations** on the Island
- Completes **5 planned projects** and **8 “quick win” Island-wide projects**
- Advances **6 mobility projects**
- Delivers the **Connecting Centers project**
- Includes funding for **1 year of the electric shuttle pilot**
- Supports **12 programs and policies**
- Gives us **4 new staff positions**

Spotlight Project: Connecting Centers Corridors

The Connecting Centers investments provide all-ages-and-abilities facilities that connect Lynwood Center to Rolling Bay and link Miller Road to Sportsman Club Road along New Brooklyn Road. With a focus on vertically separated and off-road facilities, the Connecting Centers Corridors use 10 individual projects to create a spine of high-quality infrastructure through the Island that will be comfortable for kids and older adults alike. On Sportsman Club Road between High School Road and New Brooklyn Road, we’ll create a 10-foot-wide, vertically separated, 2-way bike lane. It will transition to an off-road facility on the east side of Sportsman Club Road, providing complete separation from vehicle traffic.



SCENARIO 3: Island-Wide Stretch

\$36 MILLION OVER 10 YEARS

The Island-Wide Stretch Scenario begins with the same existing funding sources included in the Status Quo scenario and adds \$16 million in additional funding. With projects across the Island, the scenario is geared toward encouraging voter-supported funding, with the potential for additional City funding as a complement. With nearly \$36 million available over 10 years, the Island-Wide Stretch scenario focuses improving safety on as many corridors as possible through expanded investments in traffic calming and by enhancing at least one side of critical uphill routes.

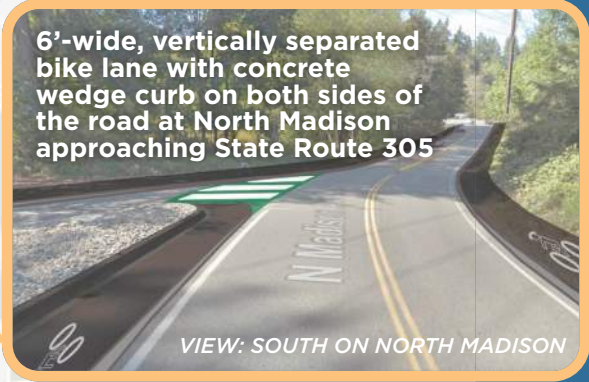
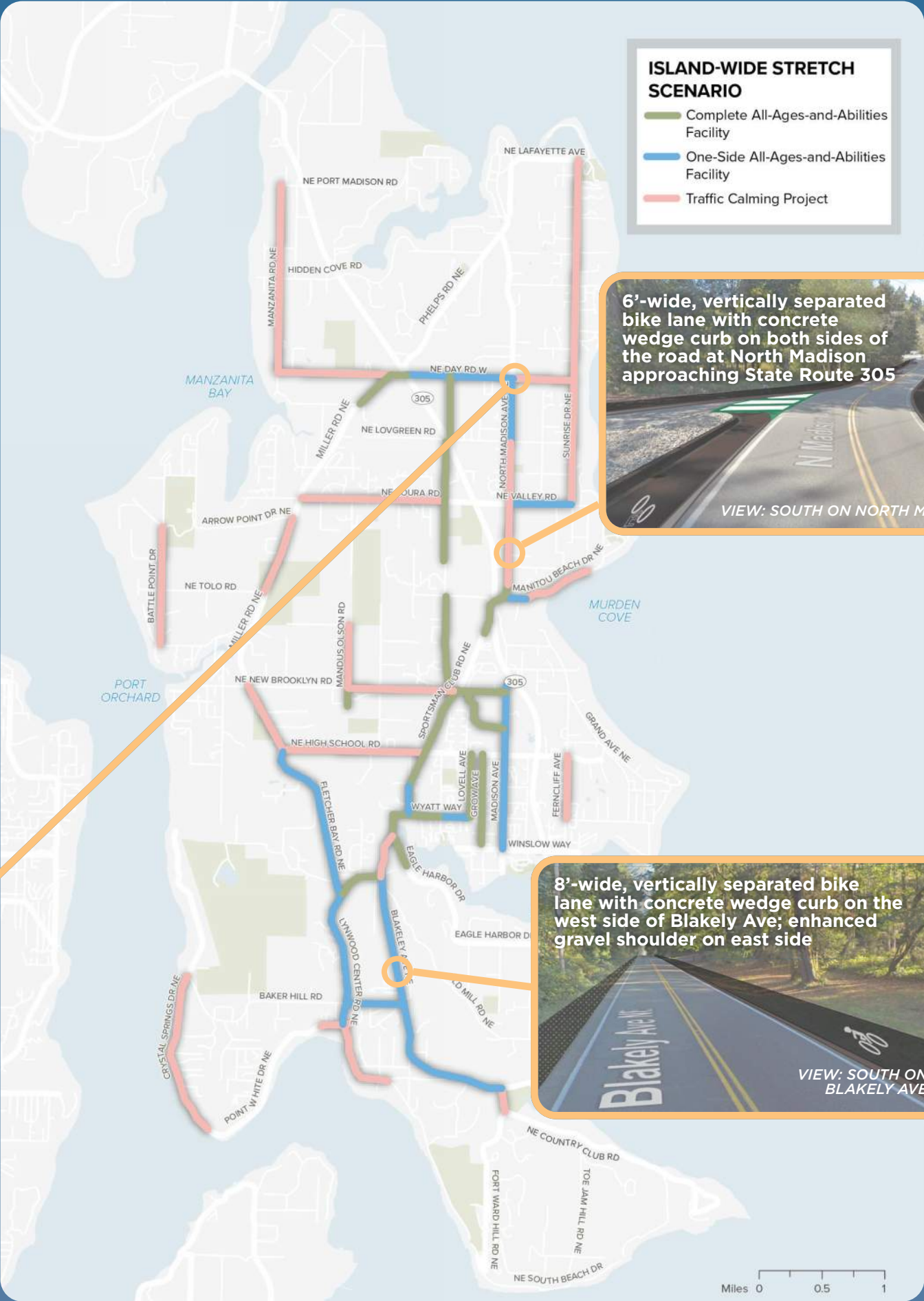
The Island-Wide Stretch Scenario:

- Addresses the top **20 priority traffic calming locations** on the Island
- Completes **5 planned projects**
- Delivers **38 Island-wide walking, rolling, and biking projects**
- Advances **11 mobility projects**
- Includes funding for **2 years of the electric shuttle pilot**
- Supports **14 programs and policies**
- Gives us **4 new staff positions**



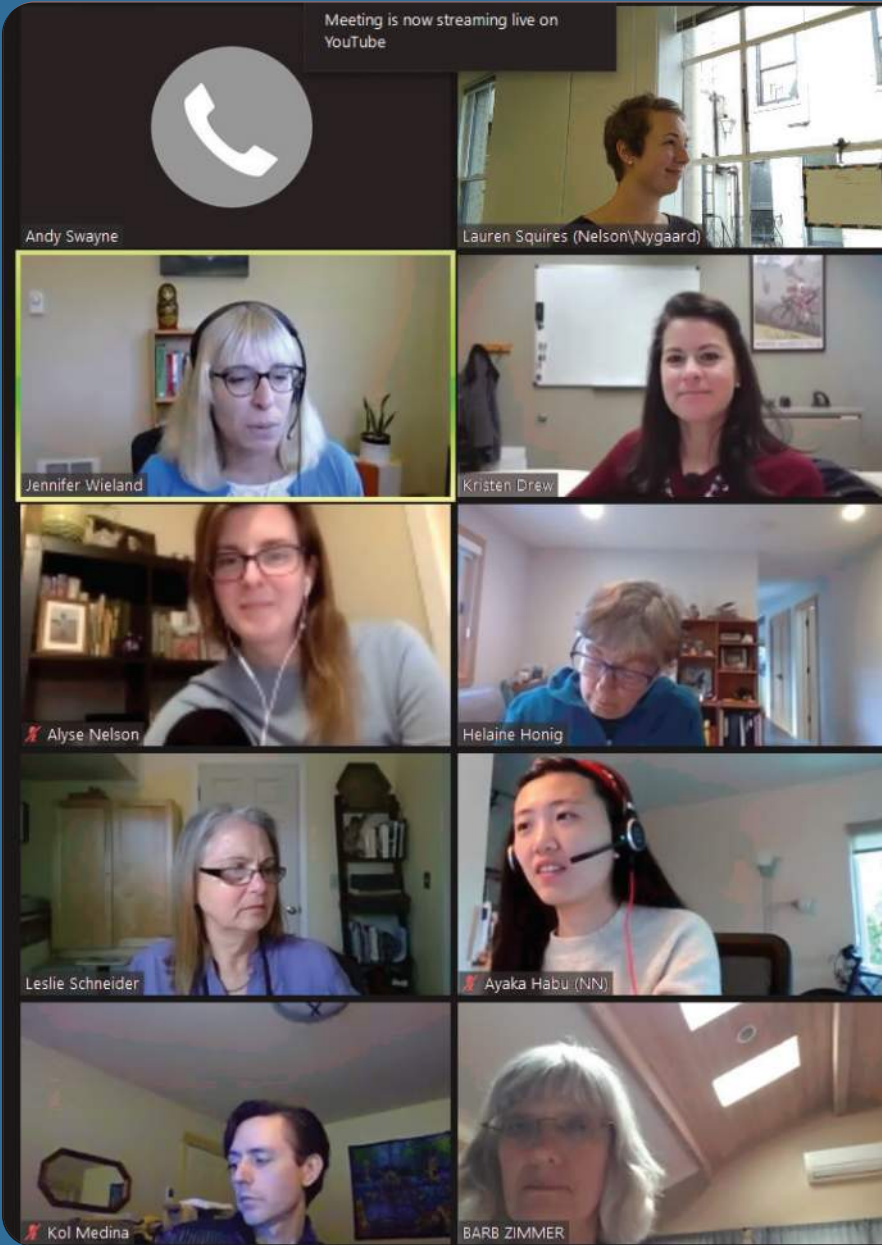
Spotlight Project: North Madison Bike Lane

One of the highest collision corridors on the Island, North Madison Avenue will see traffic calming improvements and a new section of bike lane approaching the intersection with Day Road. The 8-foot-wide, vertically separated bike lane on the east side of North Madison will include a concrete curb and connect to advisory shoulder striping on Day Road through signature intersection treatments. This investment connects two of our busiest corridors and provides critical safety and accessibility improvements.



What programs and policies will advance our Sustainable Transportation vision?

Each of the three scenarios described on the previous pages includes investments in new programs and policies to support the priority projects. From a Transportation Commission to guide Sustainable Transportation Plan (STP) implementation to a ridesharing program to expanded funding sources, we will take a comprehensive approach—going beyond infrastructure—to reach our goals.



IMPLEMENTATION OVERSIGHT

Transportation Commission — Made up of Councilmembers and interested residents, the Commission would provide recommendations to the City Council on STP policy recommendations, project sequencing, and overall spending levels.

Transportation Working Groups — Established to provide input on special topics, working groups would include select members of the Commission. Topics could include project design details, State Route 305 and Sound to Olympics Trail advocacy, off-road route and easement procurement, and grant acquisition.



ISLAND-WIDE PROGRAMS

Community Education and Wayfinding Program — To ensure that residents and visitors can effectively use the transportation routes and tools recommended in the STP, the education and wayfinding program would provide information and instruction alongside partner organizations (such as schools, the Park District, and the Chamber of Commerce). The program would also include online and physical maps for popular destinations, routes, and facilities.

Gravel Shoulder Maintenance Program — There are many locations along the Island’s roads that have gravel shoulders with ample room for people to walk, roll, or ride an off-road bike. To provide safe spaces for travel and preserve asphalt life, this program would invest more staff time and funding into regular maintenance of gravel shoulders.

All-Island Speed Limit Reform — The Island has a patchwork of inconsistent speed limits—some stretches of local roads have up to three different speed zones! With a goal of creating safer streets for all travelers, this program would evaluate existing speed limits and set new, consistent limits by ordinance based on roadway types and conditions.



TRAVEL OPTIONS PROGRAMS

Safe Routes Program — The safe routes program would focus on developing travel options and eliminating barriers to help children, older adults, low-income residents, and other vulnerable members of the community reach their destinations safely and comfortably.

Rideshare Program — By leveraging relationships with partner agencies—such as the School District, Park District, and sports programs—this program would develop and implement ride-share options, policies, and tools.

E-Transportation Sharing Programs — This program would offer shared electric vehicles, bikes, and/or scooters at mobility hubs and other key locations around the Island to increase access to sustainable transportation modes.



Photo Credit: Bainbridge Island Review

TRANSPORTATION FUNDING

Extend Transportation Benefit District (TBD) Fees — Per State legislation, municipalities can use a local charge on vehicle tabs to fund transportation improvements. The City currently collects \$40 per tab, with \$10 dedicated to traffic calming projects. The \$10 charge, which provides about \$200,000 per year and is included in the STP funding sources, expires in 2022. The fee must be reauthorized by the City Council for 2023 and beyond.

Updated Transportation Impact Fees (TIFs) — TIFs give municipalities the ability to collect fees from new development to help pay for transportation improvements needed to serve that development. The City’s current TIF fee is outdated and should be updated to reflect the STP priorities and funding needs.



POLICY UPDATES

Incorporate Recommendations into the Comprehensive Plan — The City’s Comprehensive Plan currently includes the Island-wide Transportation Plan (IWTP) as its transportation section. To be an effective guide for City decisions, the IWTP should be updated to reflect the outcomes and priorities of the STP.

Transportation Concurrency and Multimodal Level-of-Service — To determine transportation-related mitigation for development projects, municipalities use concurrency programs supported by level-of-service measurements. The City’s program would be updated to focus more heavily on development investments in active transportation facilities, including encouraging development that emphasizes the use of sustainable modes of transportation.

Land Use Code Updates — Land use is a key lever to help shift trips from single-occupancy vehicles to other options. This program would embed the priorities and outcomes of the STP in upcoming land-use updates, such as the Winslow Master Plan, neighborhood center plans, and the Housing Action Plan.

What does the Sustainable Transportation Plan do for you?

